

40 UPPER HEIDELBERG ROAD, IVANHOE URBAN CONTEXT REPORT

Prepared for SDG 40 UPPER HEIDELBERG ROAD (IVANHOE) PTY LTD

9th December 2016

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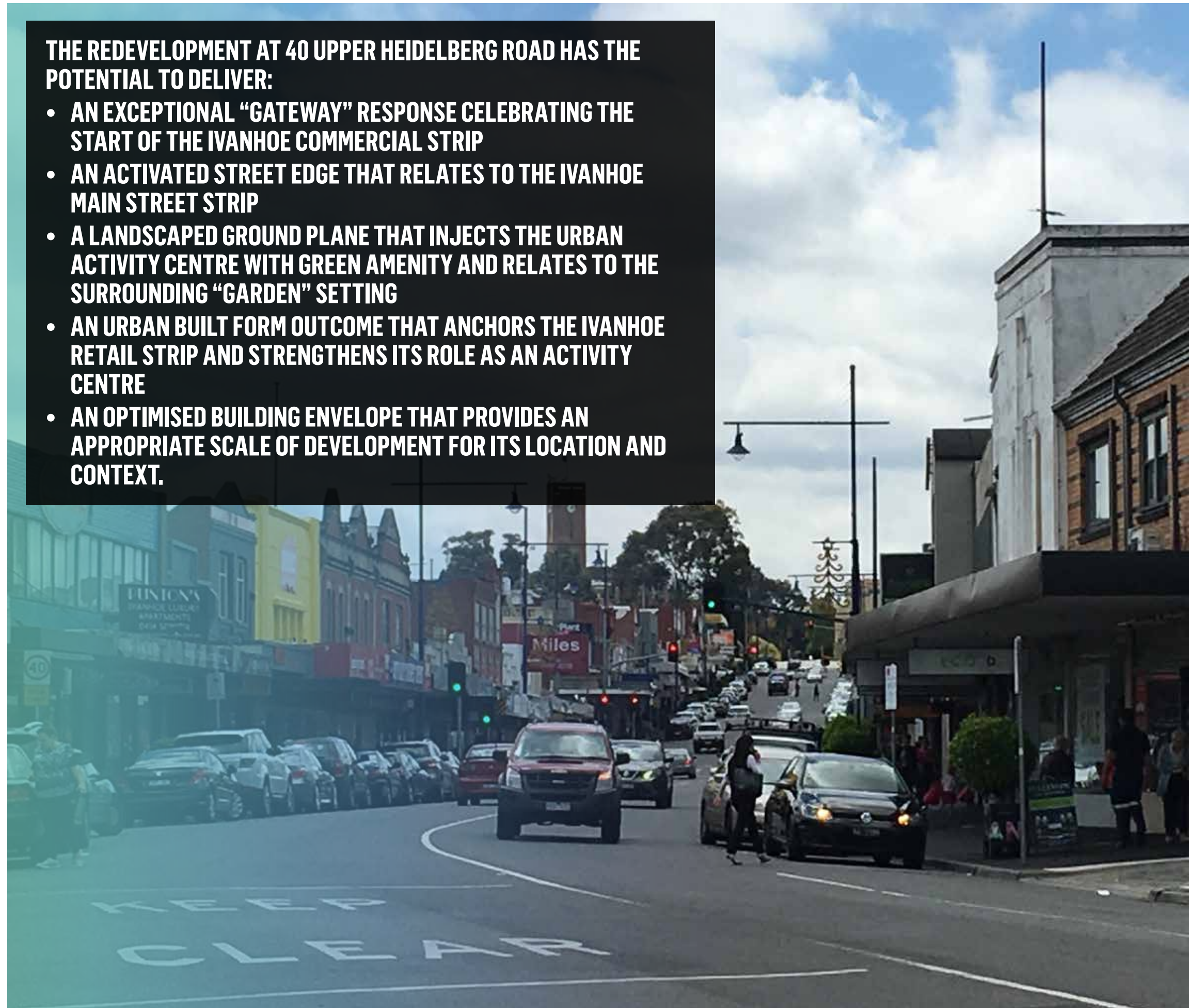
1.0 INTRODUCTION

This Urban Context Report has been developed in support of the redevelopment of the site at 40 Upper Heidelberg Road in Ivanhoe. This document provides an overview of the surrounding urban context and conditions that have been addressed within the design of the development.

This document has been prepared in conjunction with the client, town planner, architect, landscape architect and engineers. It summarises the opportunity the development presents from an urban design perspective and provides an overview of how the response on the site relates to this potential.

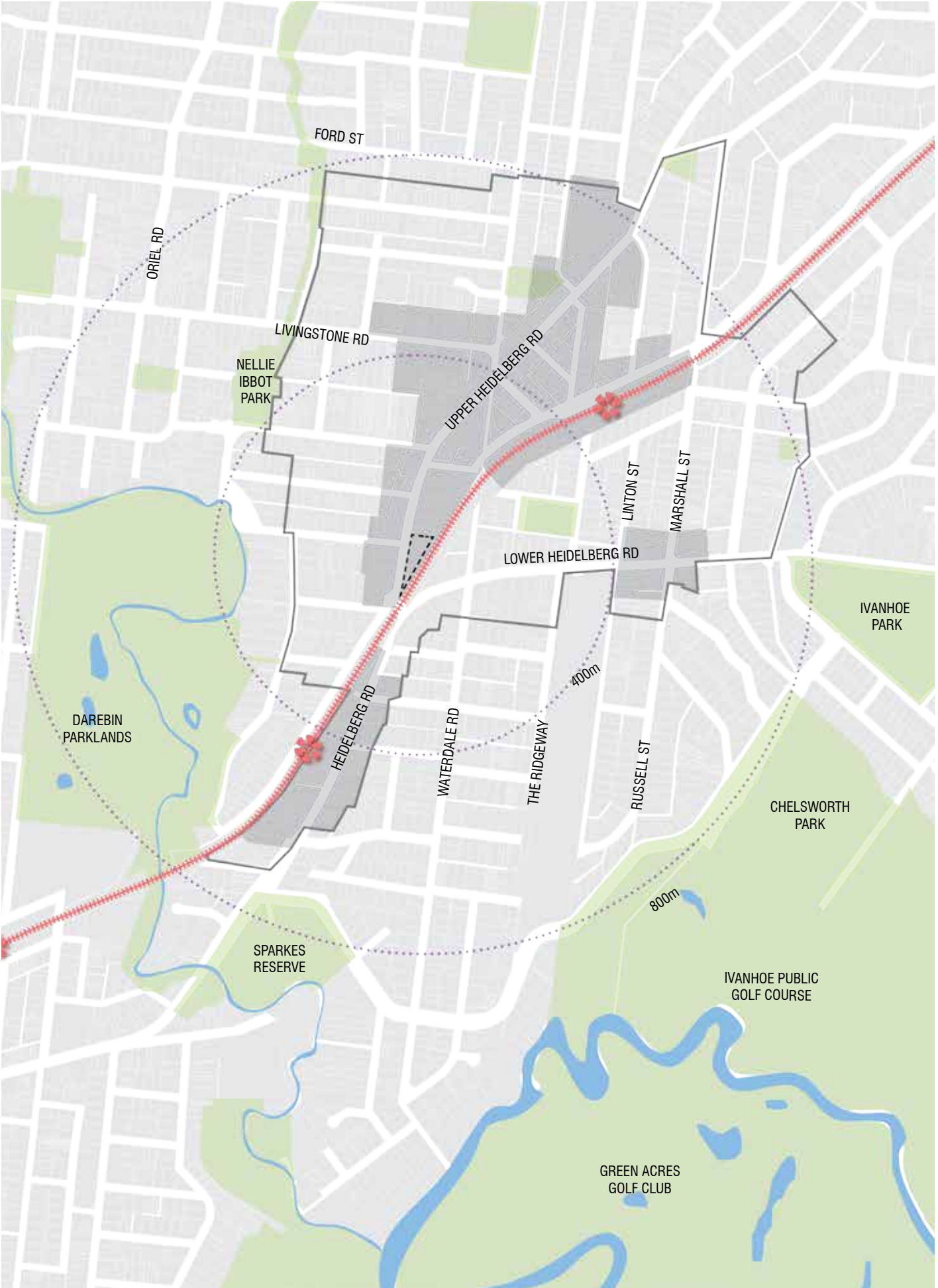
THE REDEVELOPMENT AT 40 UPPER HEIDELBERG ROAD HAS THE POTENTIAL TO DELIVER:

- **AN EXCEPTIONAL “GATEWAY” RESPONSE CELEBRATING THE START OF THE IVANHOE COMMERCIAL STRIP**
- **AN ACTIVATED STREET EDGE THAT RELATES TO THE IVANHOE MAIN STREET STRIP**
- **A LANDSCAPED GROUND PLANE THAT INJECTS THE URBAN ACTIVITY CENTRE WITH GREEN AMENITY AND RELATES TO THE SURROUNDING “GARDEN” SETTING**
- **AN URBAN BUILT FORM OUTCOME THAT ANCHORS THE IVANHOE RETAIL STRIP AND STRENGTHENS ITS ROLE AS AN ACTIVITY CENTRE**
- **AN OPTIMISED BUILDING ENVELOPE THAT PROVIDES AN APPROPRIATE SCALE OF DEVELOPMENT FOR ITS LOCATION AND CONTEXT.**



1.1 THE SITE

The site is located at the southern edge of the northern part of the Ivanhoe Activity Centre, 10 km to the north west of the Melbourne CBD. The site is positioned at the crossing of Upper Heidelberg Road and the Hurstbridge and South Morang rail lines resulting in a triangular shaped site, approximately 2500m² in size. Given the sites location at the edge of the activity centre, there is opportunity to relate the building to both the urban centre and the surrounding suburban context as well as a need to consider its impact on the movement corridors that border its southern edges. Figure 1 illustrates the location of the site.



LEGEND:

- IVANHOE ACTIVITY CENTRE -DIVERSITY AREAS)
- IVANHOE STRUCTURE PLAN BOUNDARY
- PUBLIC PARK & RECREATION
- RAILWAY
- TRAIN STATION

Figure 1 Site Location Plan

1.2 STRATEGIC CONTEXT

Melbourne as a city is now in an advanced phase of development and is undergoing substantial change and evolution across the board. In the face of sustained and record population growth through the 21st Century, the challenge for planning policy at both local and state has been to deal with this growth in an appropriate way.

At a local level the 2002 Ivanhoe Design Guidelines have been replaced by the 2014 Ivanhoe Structure Plan which nominates the subject site as a key gateway opportunity for the Activity Centre. The structure plan was prepared subsequent to the approval of a 4-5 storey development on the subject land (for which the planning permit remains in place but was never enacted by the previous site owners).

Growth has outstripped population projections associated with recent planning documents Melbourne 2030 and Melbourne @ 5 Million. Plan Melbourne now envisages a city of 8 million people by 2050, with the northern sub region anticipated to accommodate an additional 400,000 – 470,000 people just to the period to 2031.

To deal with this the new metropolitan strategy places a significant emphasis on Activity Centres and Urban Renewal Areas to do play a significant role in terms of the ‘heavy lifting’ in providing new, transit and employment oriented housing supply. With Watsonia Station being the only urban renewal location nominated within the Banyule area, an important focus for Banyule will continue to be on ensuring appropriate housing opportunities within its activity centres are not overlooked in addition to pursuing quality design outcomes.

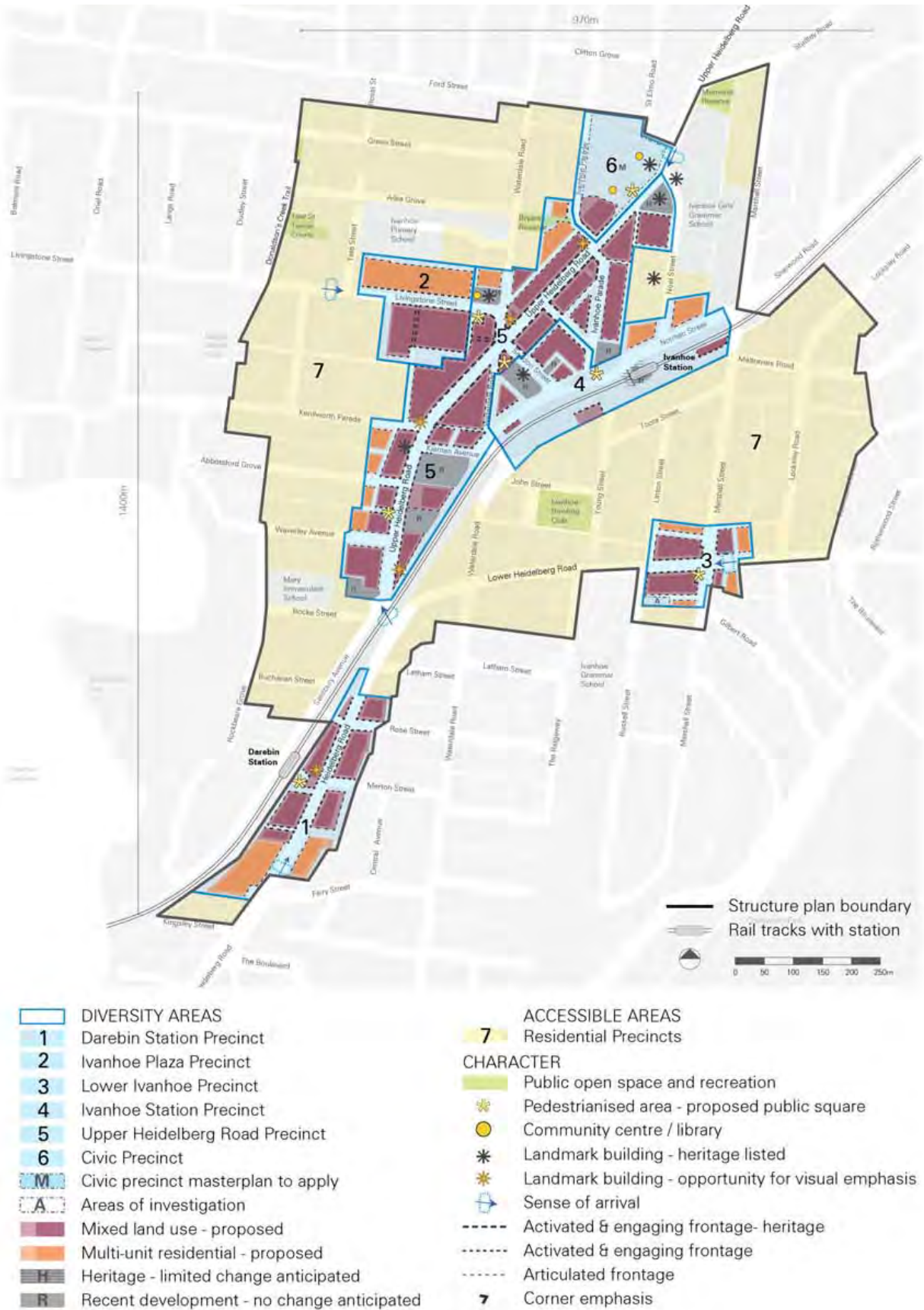
(Source: Urbis Town Planning Report (November 2016) – Page 3)

1.3 THE IVANHOE STRUCTURE PLAN

The Ivanhoe Structure Plan was adopted in 2012 and provides the overarching vision for the Ivanhoe Activity Centre. The Ivanhoe Structure Plan recognises that the Ivanhoe Activity Centre has been identified by the State Government as an area for future housing growth and activity. The Ivanhoe Structure Plan aims to achieve the following:

- A treed neighbourhood character
- Housing diversity and choice, in appropriate locations proximate to shops and public transport
- Landscaped public squares as focal points within the community and improved access to open space
- Preservation of the 2 storey heritage facades of Upper Heidelberg Road
- A preferred maximum height of 4-6 storeys
- Quality design that blends in with existing buildings, the treed landscape and distinctive views
- A landmark building on the site with opportunity for visual emphasis.

This urban context report will interrogate these objectives and how the response on the site performs in terms of each item.



Ivanhoe Structure Plan: Framework Plan (page 3)

**URBAN
CONTEXT
ANALYSIS
SITE CONTEXT**

2.0 CONTEXTUAL LAND USE

The site is located within the Ivanhoe Activity Centre, at the southern tip of the northern part of the centre that sits along Upper Heidelberg Road. The northern part of the centre area links to the Darebin commercial strip along Upper Heidelberg Road and Heidelberg Road and the Marshall Street centre area along Lower Heidelberg Road. The rail line and some residential uses divide the three commercial areas.

The commercial zones are surrounded by low density residential neighbourhoods. A band of open space which contains the Yarra River and Darebin Creek wraps around the whole area to the south, east and west creating a strong open space setting.



Northern centre retail strip (Ivanhoe Centre)

LEGEND:

- SUBJECT SITE
- EXTENT OF ACTIVE EDGES
- GENERAL RESIDENTIAL
- NEIGHBOURHOOD RESIDENTIAL
- COMMERCIAL
- MIXED USE
- PUBLIC USE
- URBAN FLOOD ZONE
- PUBLIC CONSERVATION
- PUBLIC PARK & RECREATION
- SPECIAL USE ZONE
- TRANSPORT
- ROAD
- HERITAGE OVERLAY
- LAND SUBJECT TO INUNDATION OVERLAY
- ⊙ VILLAGE GATEWAY

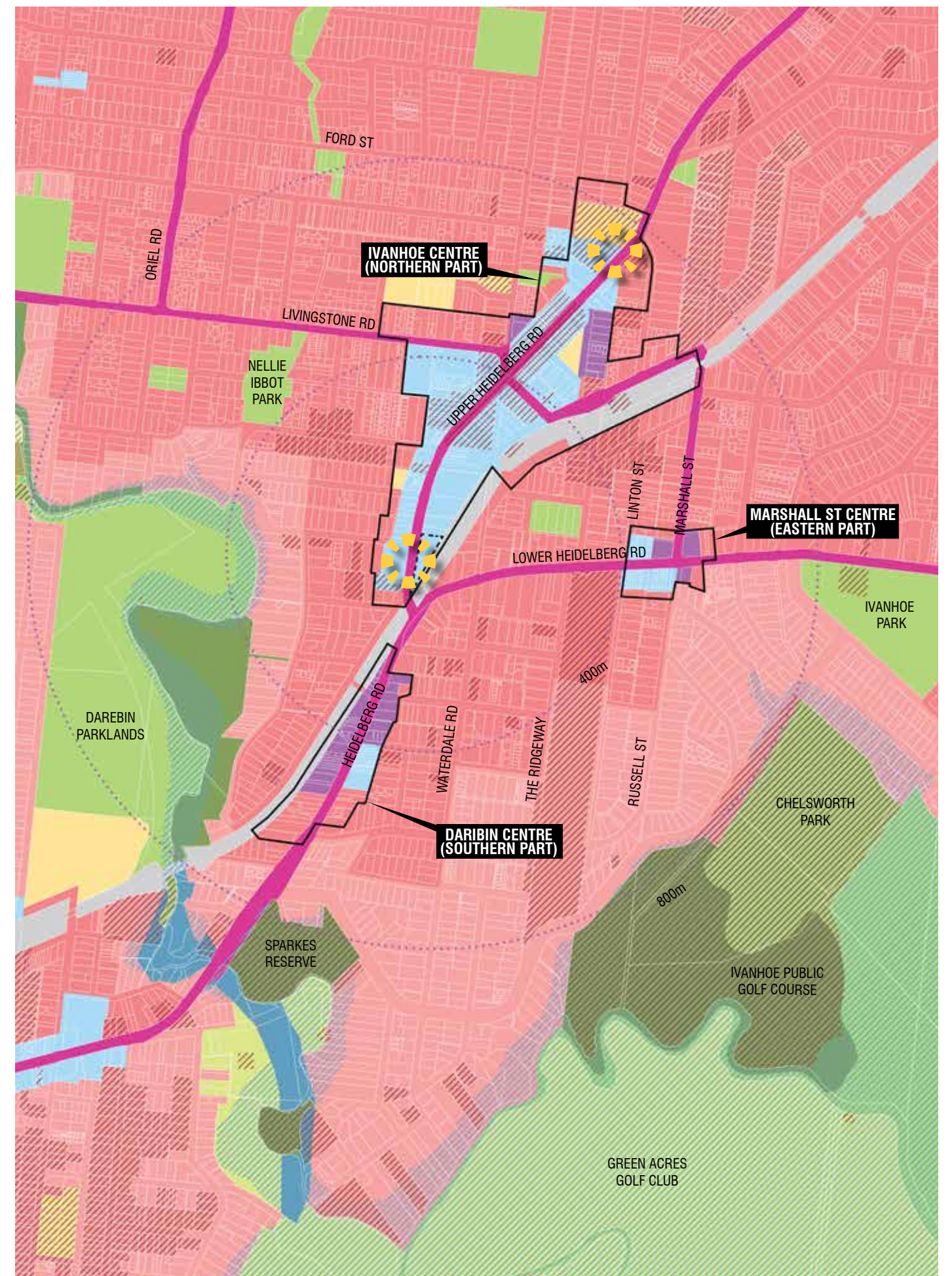


Figure 2 Land Use Context Plan

SCALE 1:10,000 0 100 200 300 400 500

3.0 CONTEXTUAL CONNECTIVITY

The site is located on Upper Heidelberg Road providing good vehicle access via Heidelberg Road to the Eastern Freeway and CBD and beyond. The site is 20-25 minutes from the Melbourne CBD.

The site is located adjacent to the Hurstbridge rail line between Darebin Station and Ivanhoe Station. Darebin Station is a 5-minute walk to the site.

On and off road bike ways service the area. In particular, the Merri Creek and Yarra River corridors form major off road cycle routes that connect to wider networks.

LEGEND:

SUBJECT SITE

RAILWAY LINE

RAIL STATION

BUS ROUTE

BUS STOP

MINOR ROAD

LOCAL ROAD

MAIN ROAD

CYCLE ROUTE

ROUTE TO DAREBIN STATION

ROUTE TO IVANHOE STATION

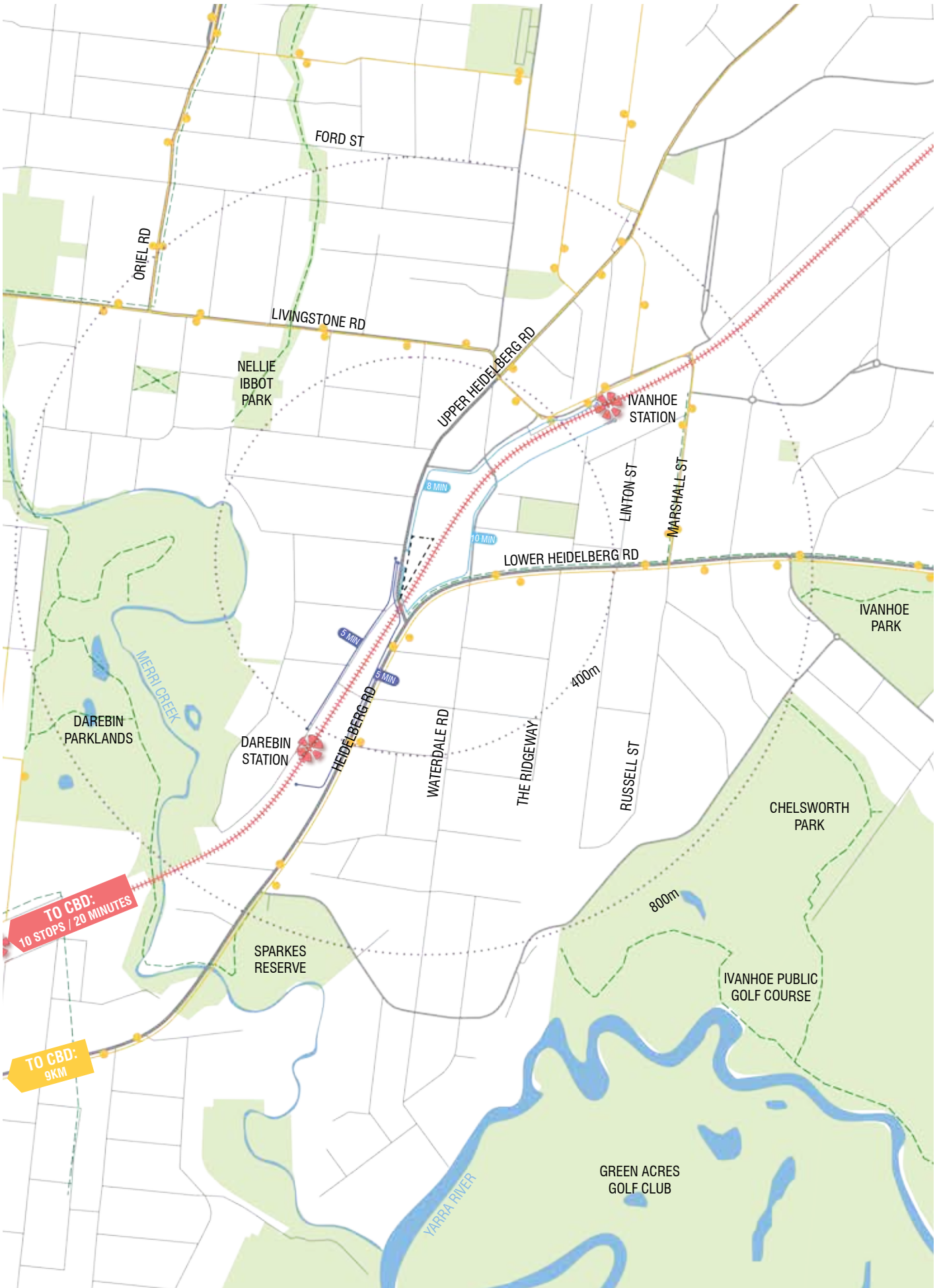


Figure 3 Connectivity Context Plan

SCALE 1:10,000 0 100 200 300 400 500

4.0 CONTEXTUAL PUBLIC REALM AND LANDSCAPE

There is a strong green character in the wider local area around Ivanhoe. This is created by the system of open space to the south as well as the green and leafy gardens and streets throughout the suburban residential area. The Darebin Parklands, Wilsons Reserve and Chelworth Park are in walking distance to the site and provide a range of open space amenity including active sports, passive recreation and access to nature.

Contrary to the strong green character of the wider area, the established retail strip of Upper Heidelberg Road itself lacks street trees or greenery aside from small shrubs along the Upper Heidelberg Road strip.

The topography in the area is undulating. This creates strong ridgelines and gullies which produce interesting views within the local area.



Green canopy trees and gardens in surrounding neighbourhood



Open space amenity at Darebin Parklands

LEGEND:

SUBJECT SITE

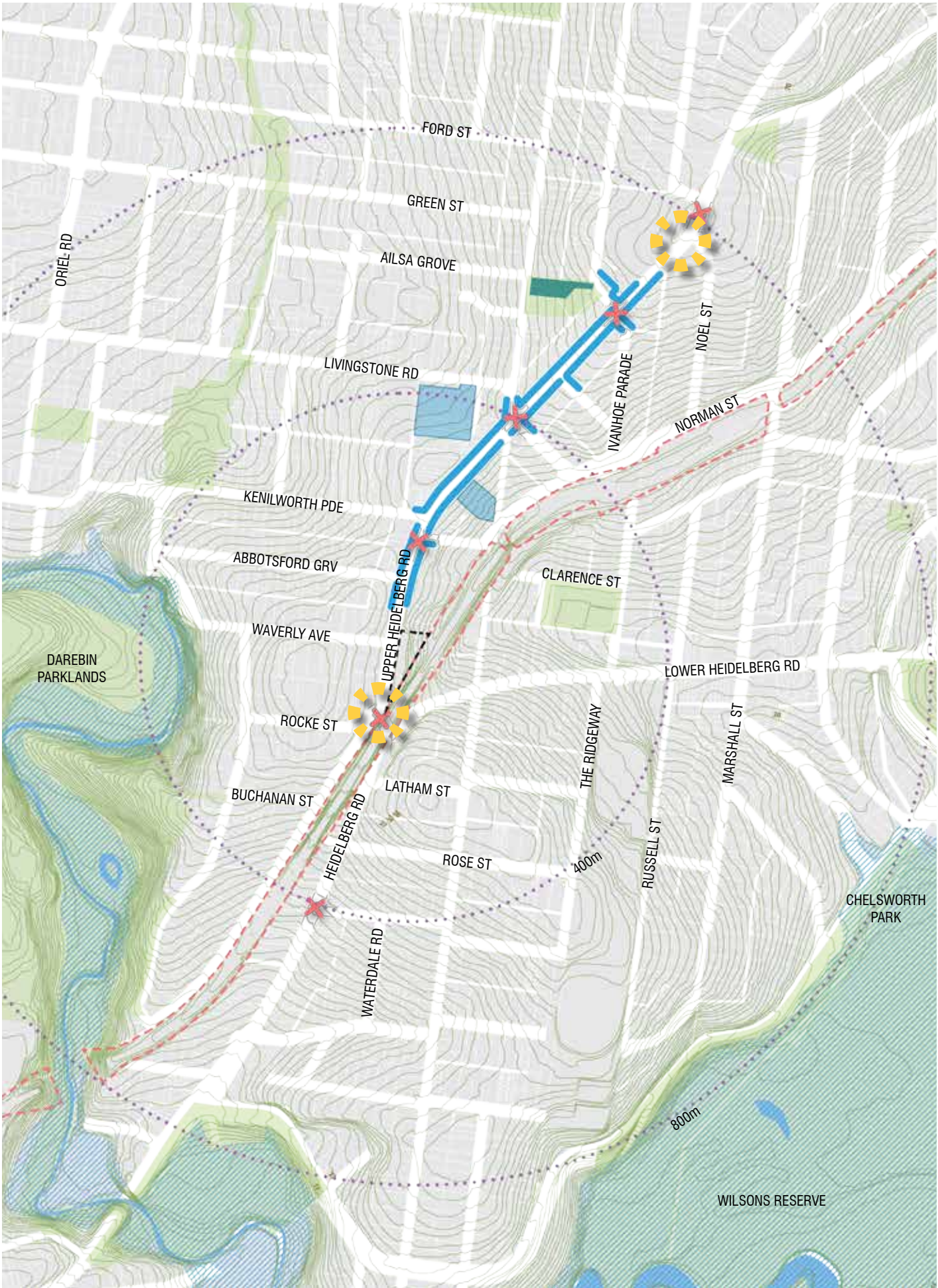
RAIL CORRIDOR CUTTING

Figure 4 Public Realm Context Plan

SCALE 1:7500 0 100 200 300 400

5.0 IMMEDIATE CONTEXT

The following plan describes the immediate context surrounding the site.

Legend

SUBJECT SITE

RAILWAY

HIGH POINT

GRADE DOWN

NON RESIDENTIAL LAND USE

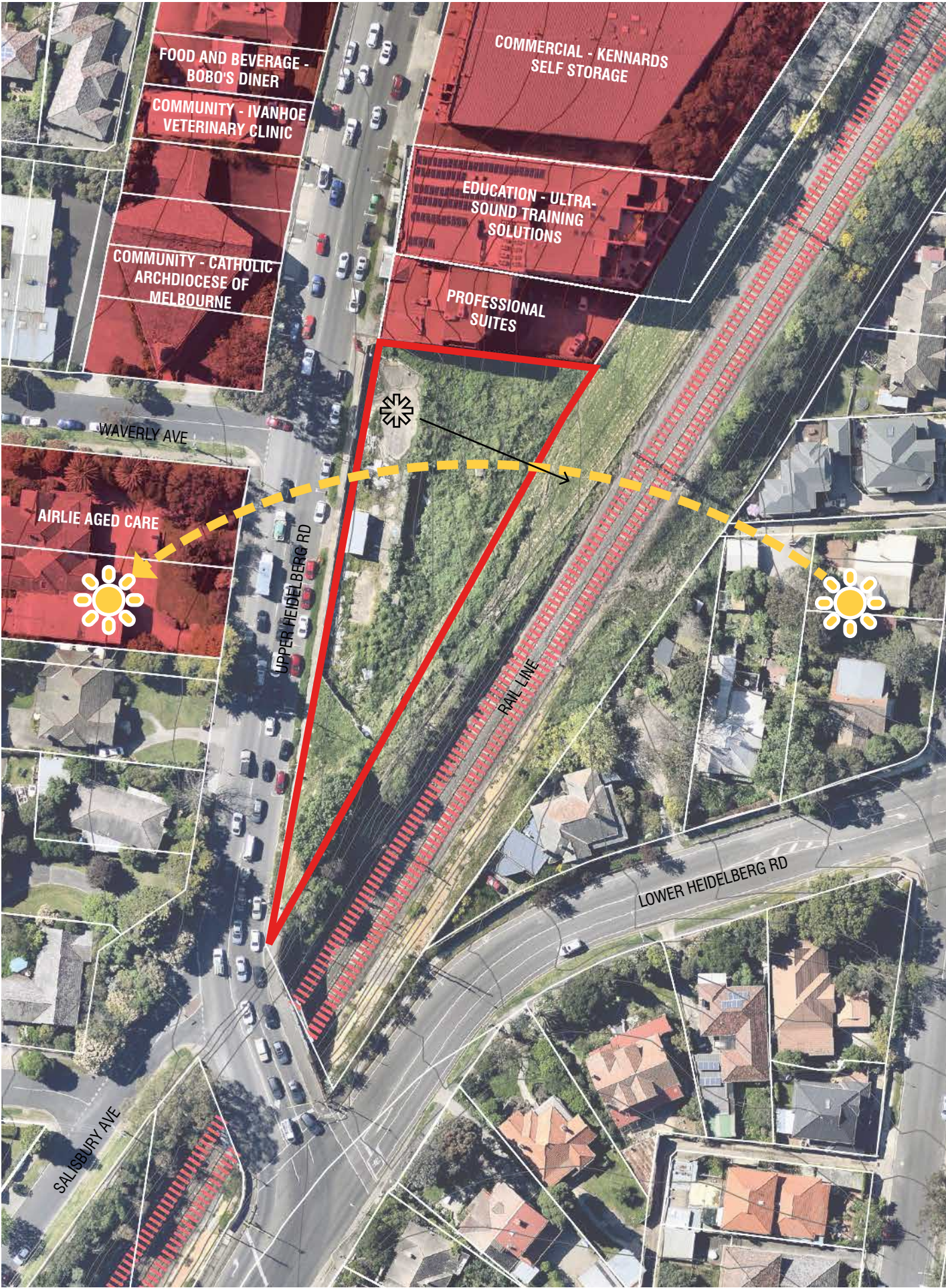


Figure 5 Immediate Context Plan

6.0 SITE INTERFACE AND SURROUNDING CHARACTER

The following images illustrate the site and immediate context.

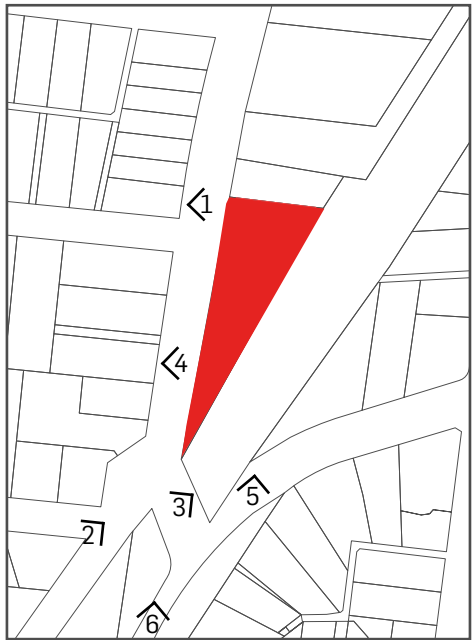


Figure 6 Key Plan - NTS



Catholic Archdiocese of Melbourne



Site from corner of Salisbury Ave and Upper Heidelberg Rd



Railway cutting from Upper Heidelberg Rd bridge



Residential property (25 Upper Heidelberg Rd) adjacent to site



Residential interface with railway cutting along Lower Heidelberg Rd



View looking north along Heidelberg Rd towards site

**URBAN
CONTEXT
ANALYSIS
SITE RESPONSE**

7.0 PLANNING CONTROLS

The planning scheme identifies the site for development with the following controls:

- A discretionary height limit of 18m
- For the Upper Heidelberg Road frontage / rail interface:
 - Buildings should be set back 3 metres from a property boundary or 4 metres to preserve an existing landscaped area.
 - Any part of a building higher than 9m should be set back:
 - 3 meters behind the ground floor façade; or
 - 5 meters behind the ground floor faced where the property abuts a rail reserve
- For the northern edge:
 - Buildings should be constructed to the property boundary.
 - Any part of a building higher than 9 metres should be set back:
 - 4.5 metres from property boundary (except where boundary abuts a laneway); or
 - 3 metres from property boundary abutting a laneway

Further to this, DDO11 refers to the site at 40 Upper Heidelberg Road as a gateway site and recognised that:

Reduced building setbacks may be considered if design can achieve:

- A high quality, architecturally designed outcome that incorporates the planting of trees.
- Landscape character to Upper Heidelberg Road that contributes to a sense of 'boulevard' and reflects the treed settings of those properties opposite the subject site.
- Reduction in visual bulk of the building when viewed across the railway line and from Lower Heidelberg Road. A modulated façade to Upper Heidelberg Road that provides interest and relief from visual bulk on lower levels.
- Design excellence reflected in the design of safe entrances to residential and commercial properties directly from Upper Heidelberg Road.

The site itself is heavily constrained in terms of its triangular shape and interface with the rail corridor and Upper Heidelberg Road. The tower setbacks identified by council create a reduced and unworkable floor plate for redevelopment.

DDO11 states with regarding to height that:

For Diversity Precincts 2-5 the preferred maximum building height may be increased by 1m where the slope of the natural ground level at any cross section wider than 8m of the site of the building is 2.5 degrees or more.

The figure opposite provides a GIS produced slope analysis that indicates that the majority of the site is greater than a slope of 2.5%.

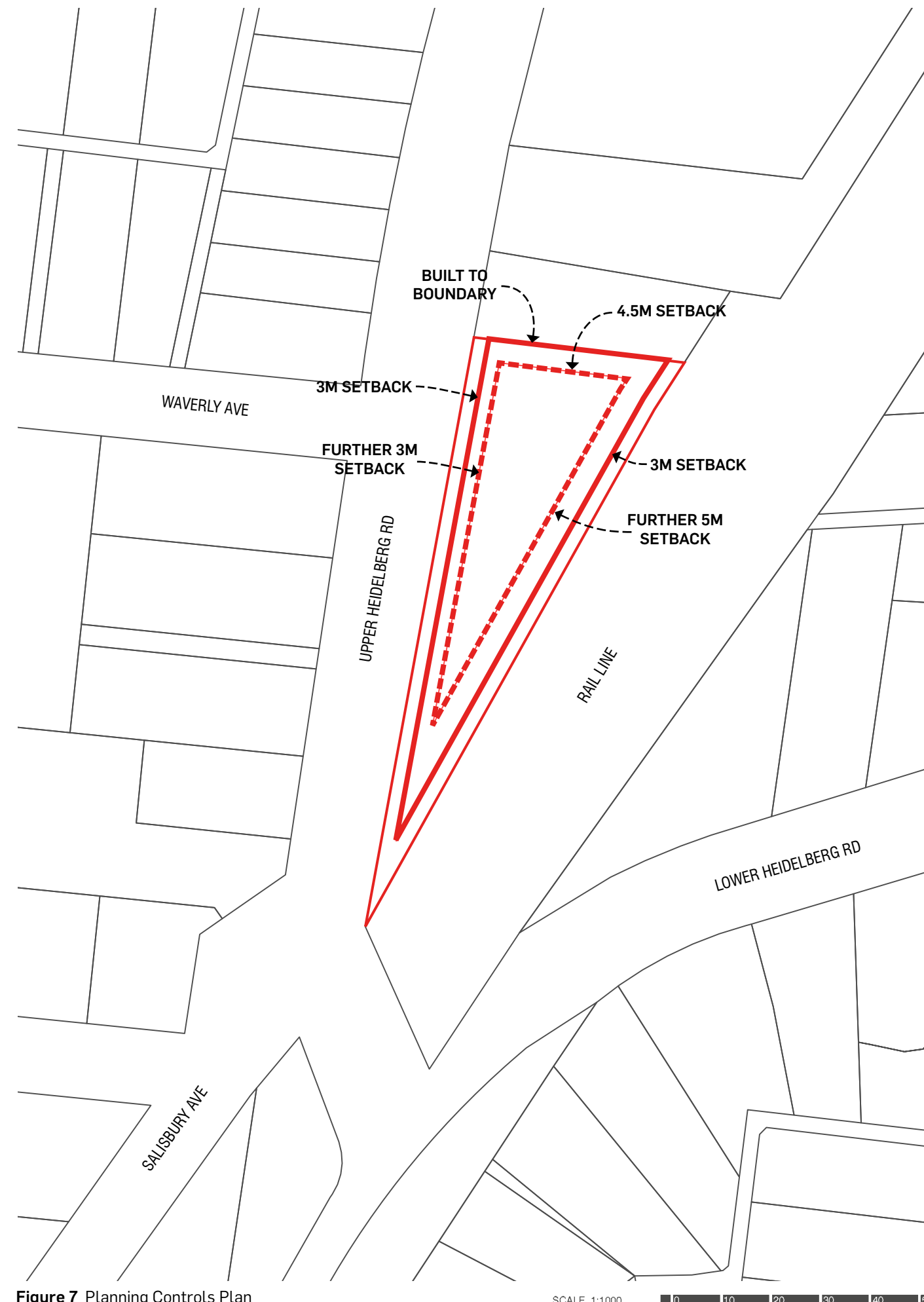
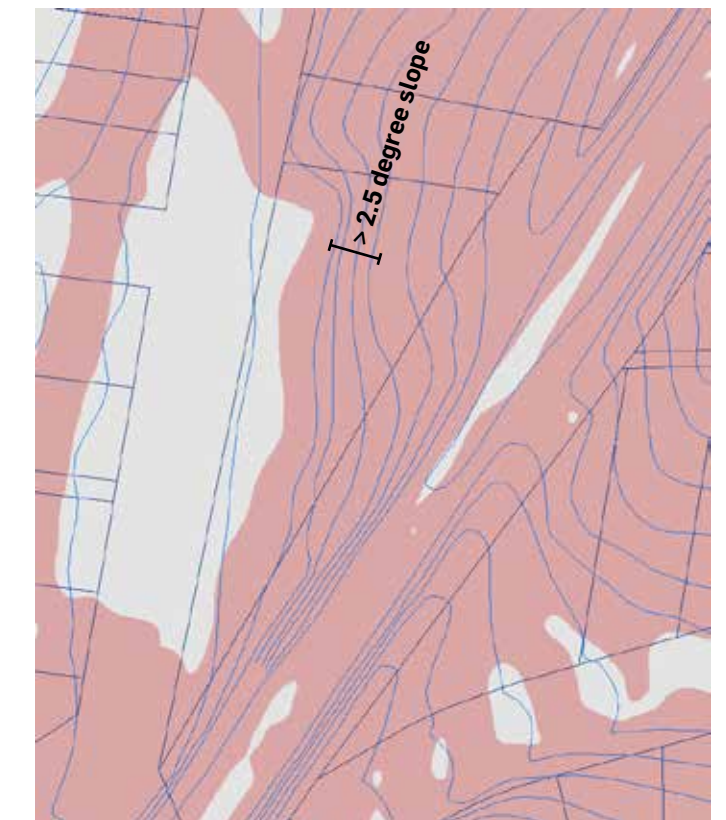
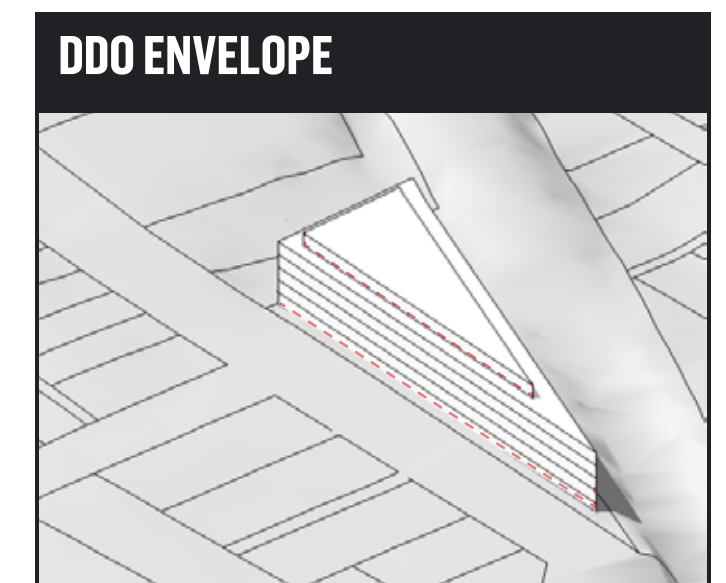


Figure 7 Planning Controls Plan



Slope greater than 2.5 degrees across an 8m length

Slope Analysis



8.0 SETBACKS AND FORM

The traditional retail main street strip along Upper Heidelberg Road is located to the north of the site following the intersection of Abbotsford Grove. This core retail zone is characterised by low scale built form that defines the street edge with a highly activated retail ground plane. This precinct extends to the north to the Ivanhoe Library where the built form typology changes due to community focus of land use.

Built form in the area immediately surrounding the site is mixed. The 2-storey street wall is not prevalent and ranging setbacks and building forms exist. The Catholic church spire forms a strong marker and architectural feature in the area. Other built form surrounding the site varies from 2 to 3 storey and is generally setback from the street edge.




A planning permit for a six level mixed use building (4.5 levels above Upper Heidelberg Road and two basement levels) designed by John Demos Architects was granted by Banyule City Council on 6 August 2007. This approved building envelope was expanded in terms of the front, side and rear setback and was deemed worthy of approved based on the following:

- The proposal was supported by planning policy
- The proposal would enhance the urban fabric of the Ivanhoe Shopping Centre through the development of an underutilised site at the gateway of the Ivanhoe Shopping Centre
- The proposal was well serviced by existing services and facilities within the centre, and public transport

Banyule City Council determined these variations to be acceptable as the proposal broadly met the objectives of the guidelines to:

- Be of a consistent scale and character with the shopping centre
- Enhance the streetscape
- Limit amenity impacts to adjoining properties
- Announce the southern end of the shopping centre through an architecturally significant building

LEGEND:

-  SUBJECT SITE
-  TRADITIONAL MAIN STREET TYPOLOGY
-  MIXED BUILT FORM TYPOLOGY

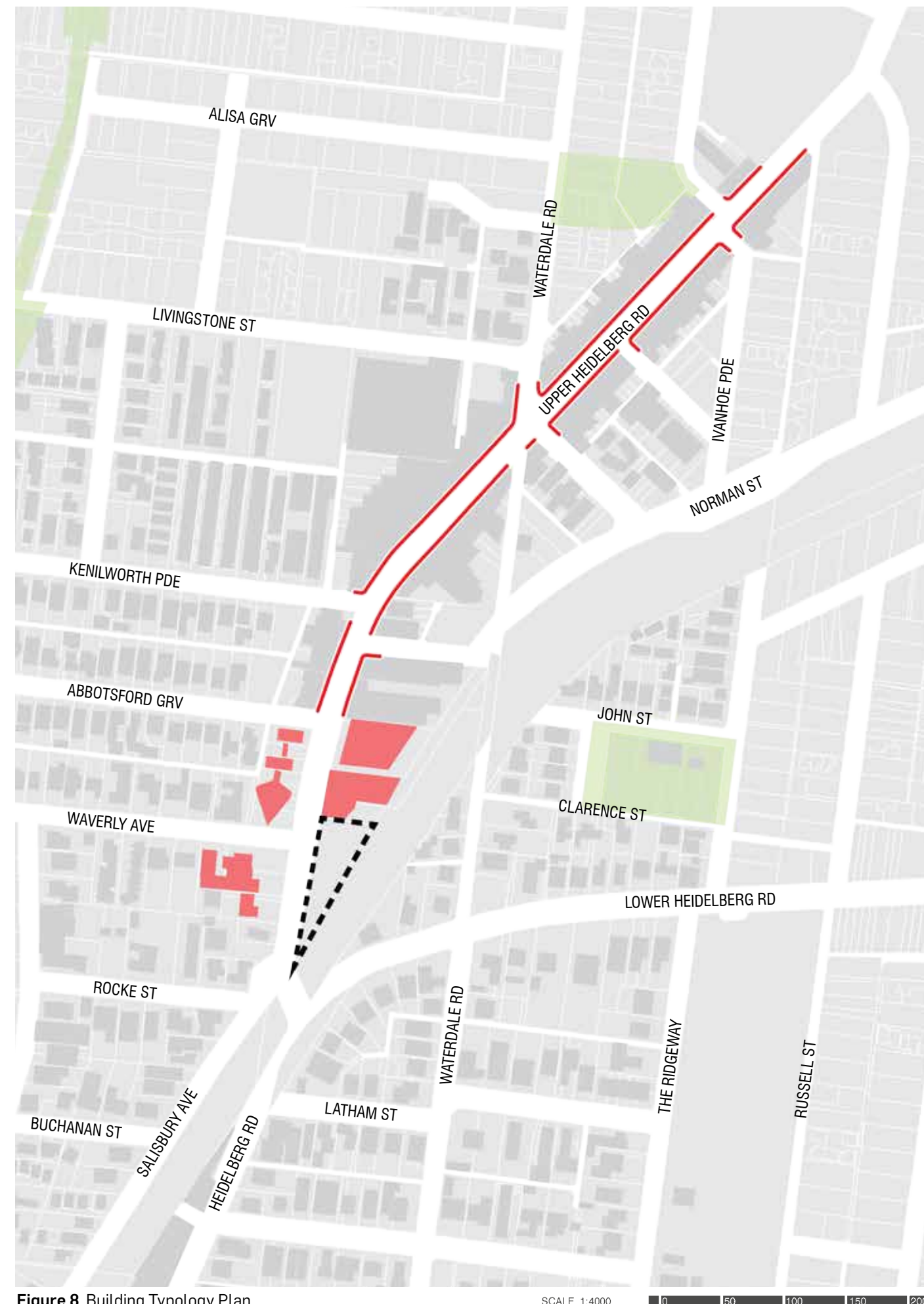


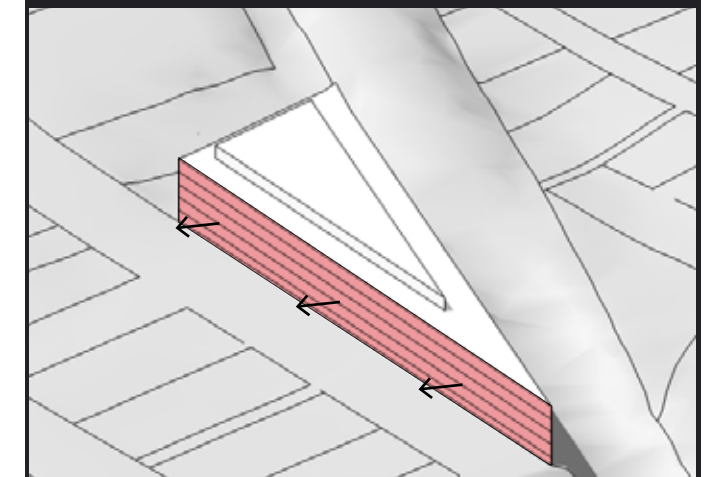
Figure 8 Building Typology Plan

SCALE 1:4000

0 50 100 150 200

SITE OUTCOME / RESPONSE

The requirement for a traditional main street form is diluted because of the site's location outside of the traditional main street zone. An expanded building floor plate is required to enable development potential on the site and deal with its awkward shape.



9.0 LAND USE

The site forms the southern tip of the Ivanhoe northern commercial strip. Retail activity exists along Upper Heidelberg Road to the north of the site, primarily north of Abbotsford Grove. This strip is characterised by activated retail frontage that stretches from Waverly Avenue to Ivanhoe Parade. The Ivanhoe retail strip is 'anchored' at either end by a collection of community based uses. This includes the Town Hall, Ivanhoe Girls Grammar and Saint James Anglican Church to the north and Catholic Church and aged care facility to the south. In addition, the area immediately surrounding the site presents a mix of non-retail uses including a medical and commercial suites, a storage facility and a veterinarian clinic.

Given that the core activated retail area is to the north, the area surrounding the site will not benefit from the passing pedestrian traffic associated with the Ivanhoe Centre. The ground floor uses within the development need to be considered so that they provide activation while not relying on high pedestrian passing traffic trade.

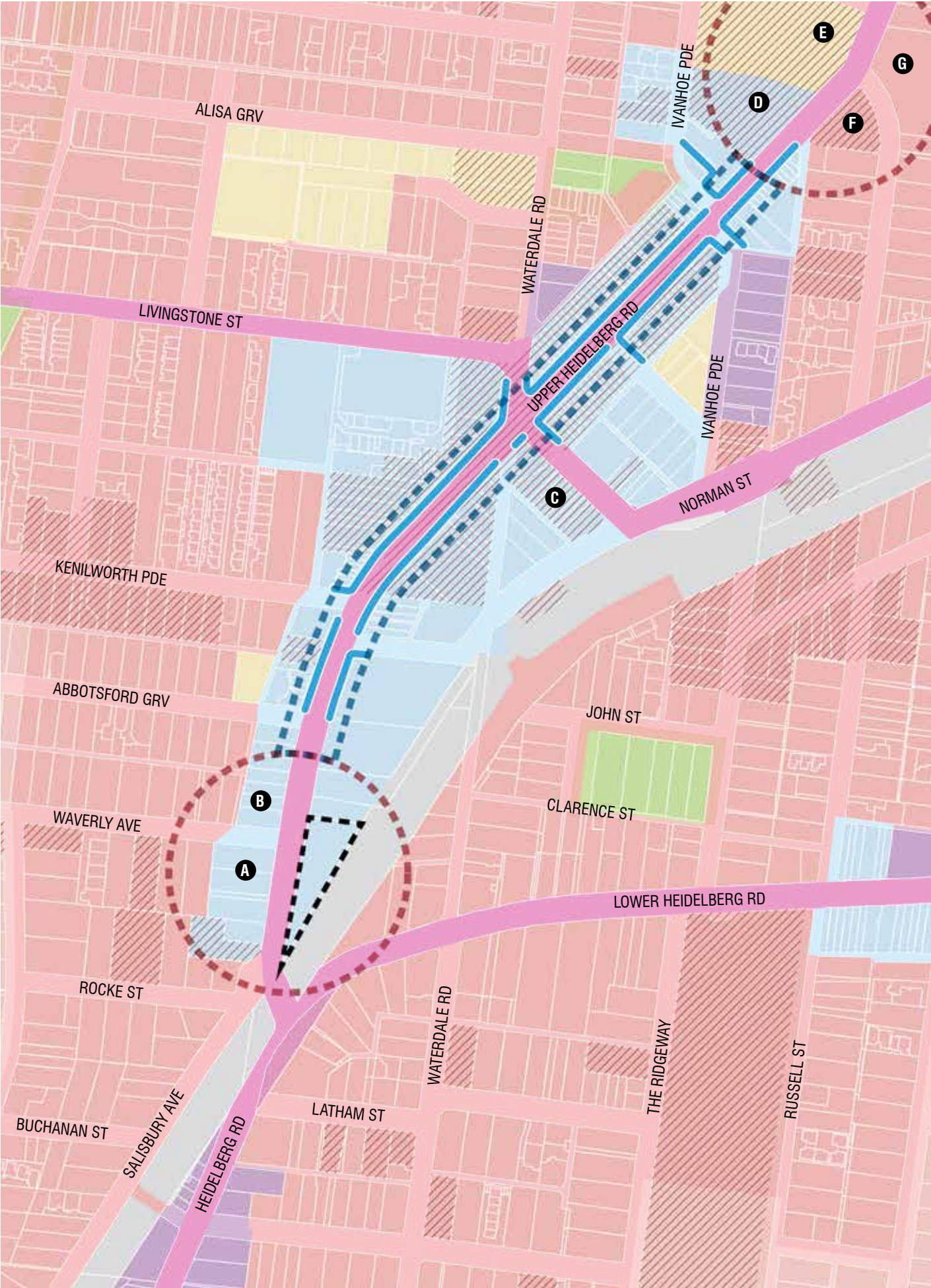


Figure 9 Land Use Plan

SCALE 1:4000 0 50 100 150 200



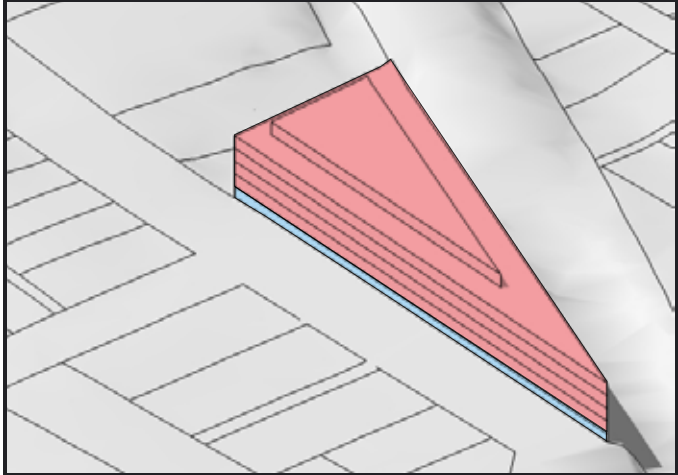
Northern community precinct



Traditional retail strip

SITE OUTCOME / RESPONSE

A residential outcome with some commercial and community land uses at the ground level is a consistent with and complementary to the surrounding urban context. This will provide an extension of the activated retail strip.



10.0 PUBLIC REALM

Although Ivanhoe is surrounded by a network of high quality open space, the retail strip itself is focussed around the main street with limited public open space within the commercial area. The main street is very urban with limited greenery. There is a small amount of outdoor dining and public seating that provides opportunity to sit within and enjoy the outdoors. There is limited programmable space for outdoor community events and gatherings within proximity to the main street.

It is an objective of the Ivanhoe Structure Plan to investigate opportunities for additional open space in or near the Activity Centre.

LEGEND:

SUBJECT SITE

TRADITIONAL MAIN STREET

OPEN SPACE

POTENTIAL BORROWED SPACE FOR COMMUNITY EVENTS

VIEWS TO HILLS TO THE EAST

INTERNAL MALL

GATEWAY

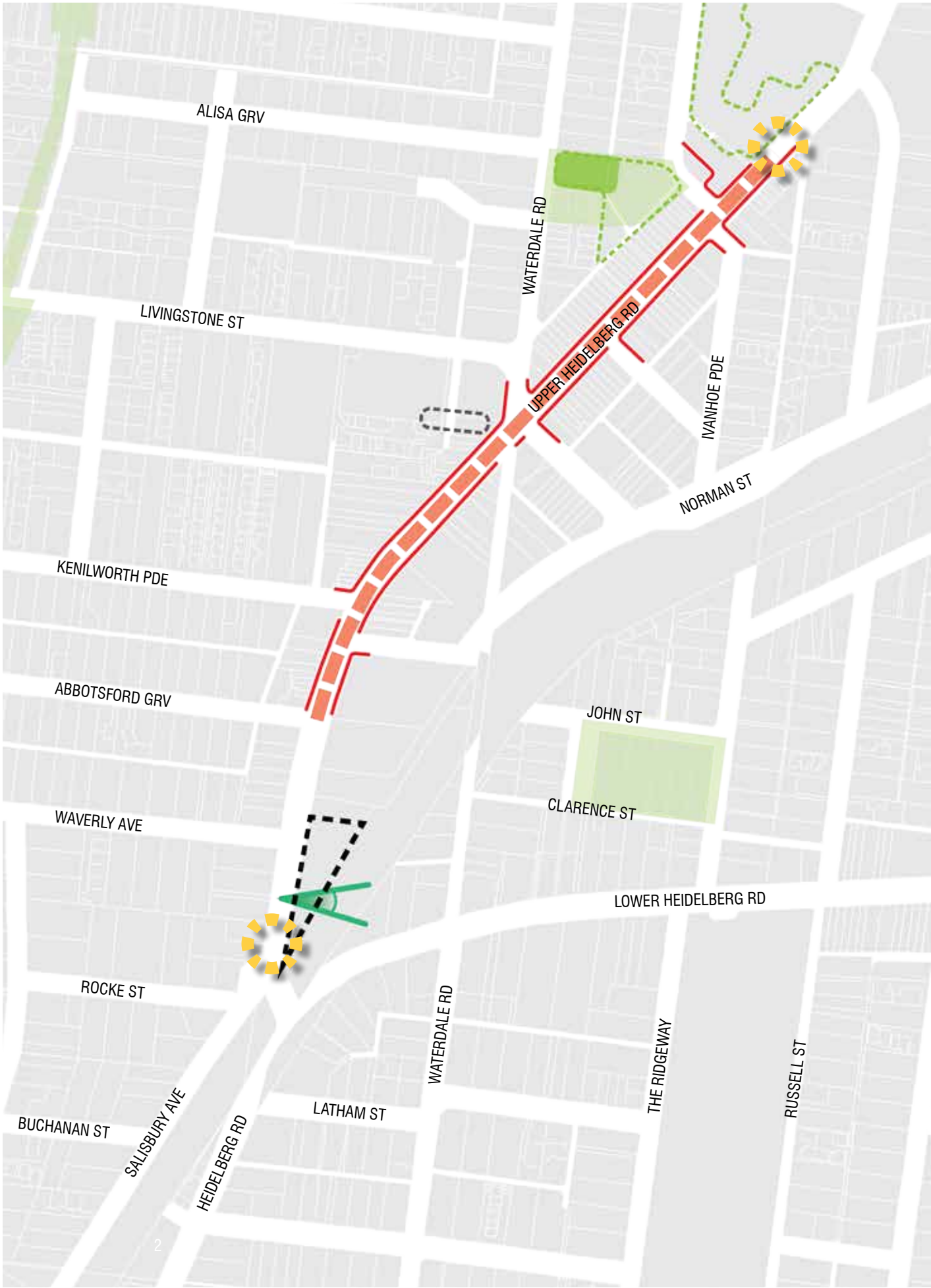
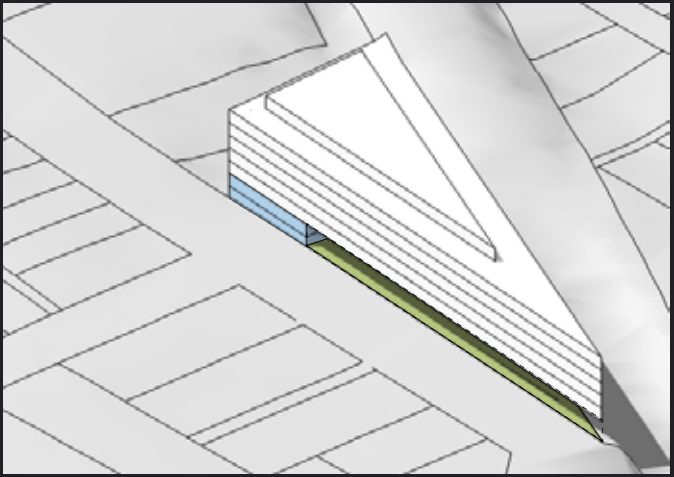


Figure 10 Public Realm Plan

SCALE 1:4000 0 50 100 150 200

SITE OUTCOME / RESPONSE

Elevating the built form element of the development will create a ground plane that offers open space amenity to the wider community. This allows for a programmable, useable community space to be provided within the Activity Centre.



11.0 ENVIRONMENT AND LANDSCAPE

Ivanhoe is noted for its green and leafy character. This is identified within the Ivanhoe Structure Plan as a desired character of the Activity Centre into the future. The green character is provided by street trees and landscape within the public realm but primarily through the garden landscapes that are provided within the suburban areas surrounding the centre. This green character is not evident within the Upper Heidelberg Road main street area. The main street environment is dominated by concrete and hardstand with limited street tree planting.



Urban main street environment along Upper Heidelberg Road



Surrounding green suburban landscape

LEGEND:

SUBJECT SITE

URBAN CHARACTER

Figure 11 Environment and Landscape Plan

SCALE 1:4000 0 50 100 150 200

SITE OUTCOME / RESPONSE

The site, through its ground plane response, provides opportunity to connect the urban main street environment with the leafy context by opening up views to the hills to the east and providing immediate landscape outcomes within the commercial core.

12.0 MOVEMENT AND CONNECTIVITY

The site is located on Upper Heidelberg Road which is a highly pedestrianised street, particularly to the north in the core of the retail main street area. The local streets in the area are walkable and walking is considered to be a popular mode of transport to access the centre from the surrounding neighbourhood. The site is located at the southern edge of the commercial core and requires a proactive response to promoting walkability. This being said, the rear boundary of the site is formed by the rail line which negates the need for cross block links through the site as there is nothing to link through to.

Vehicle access to the site is only possible from Upper Heidelberg Road. This is quite a major thoroughfare. It crosses the rail line and connects with Lower Heidelberg Road and Heidelberg Road to the south at a signalised intersection.

LEGEND:

- SUBJECT SITE
- RAILWAY LINE
- ← TO RAIL STATION
- BUS ROUTE
- BUS STOP
- DEDICATED BICYCLE LANE
- CYCLING FRIENDLY STREET
- MINOR ROAD
- LOCAL ROAD
- MAIN ROAD
- ← VEHICLE ENTRY TO SITE
- ACTIVE EDGES

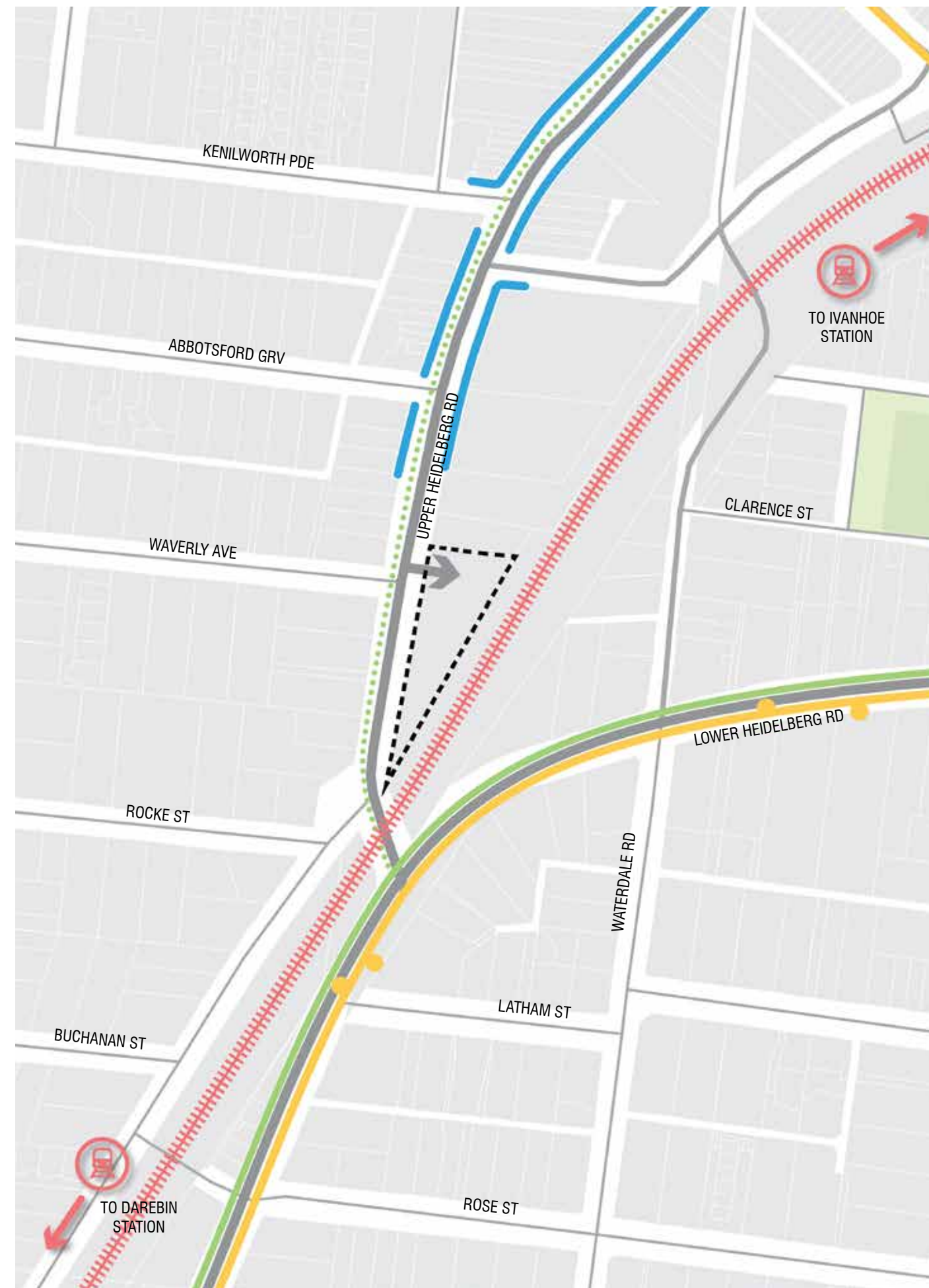


Figure 12 Public Realm Plan

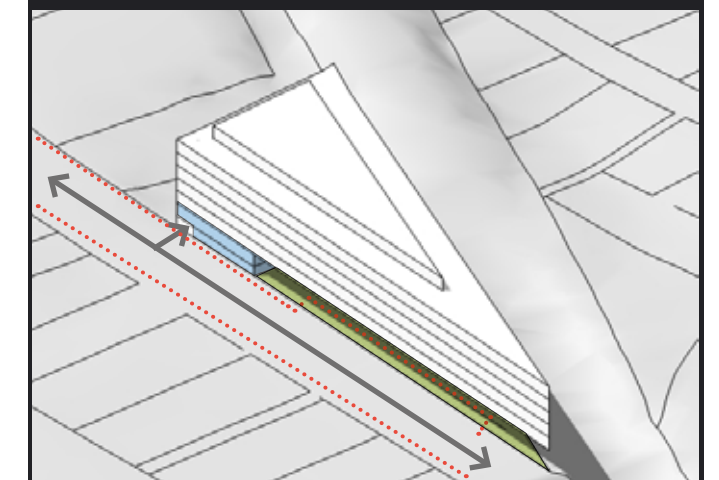
SCALE 1:2500

0 20 40 60 80 100 120

SITE OUTCOME / RESPONSE

The open ground plane treatment allows opportunity for pedestrians to be drawn into the site and provides a positive experience for pedestrians travelling along Upper Heidelberg Road.

The vehicle entry to the site has been located at the northern boundary of the site, the furthest from the major road intersection to the south.



13.0 BUILT FORM HEIGHT

The Ivanhoe Structure Plan contemplates development on the site up to a height of 18m. As previously explained, this core building mass has been elevated to enable the publicly accessible ground plane. Recent approvals in the area include an 8 storey building within the Ivanhoe commercial zone which sets the context for the tallest form within the Activity Centre.

Further to this, the site has a role to anchor the Activity Centre and inject life into the southern end of Upper Heidelberg Road.

LEGEND:

SUBJECT SITE

10M DISCRETIONARY HEIGHT LIMIT

15M DISCRETIONARY HEIGHT LIMIT

18M DISCRETIONARY HEIGHT LIMIT

RECENT APPROVAL / PROPOSAL

	ADDRESS	NO. STORIES	APPROVED / PROPOSED
1	1031 HEIDELBERG ROAD	5	A
2	1045 HEIDELBERG ROAD	4	A
3	1065 HEIDELBERG ROAD	5	A
4	3 ABBOTSFORD GROVE	5	P
5	59-61 UPPER HEIDELBERG ROAD	4	P
6	103 UPPER HEIDELBERG ROAD	5	A
7	154 UPPER HEIDELBERG ROAD	5	P
8	1 WESTLEY AVE	8	A
9	15-17 LIVINGSTONE STREET	5	P
10	112 WATERDALE ROAD	4	P



Figure 13 Environment and Landscape Plan

SCALE 1:4000



New development being constructed along Heidelberg Road

SITE OUTCOME / RESPONSE

Above the main building volume, the opportunity for additional levels exists as long as these levels are visually recessive from the street.

14.0 ARCHITECTURAL RESPONSE

The site has been identified as a landmark building site with an opportunity for visual emphasis of the building form.

DD011 describes the opportunity provided at this site on page 15 as:

40 Upper Heidelberg Road is a gateway site that suggests a sense of arrival into the activity area. This site provides the opportunity for a high quality, architecturally designed landmark building. Any design should incorporate the planting of trees along the Upper Heidelberg Road elevation to contribute to a sense of arrival into a boulevard and along the eastern elevation to reduce the visual bulk of the building from across the railway line. Reduced building setbacks may be considered for 40 Upper Heidelberg Road if design can achieve:

- *A high quality, architecturally designed outcome that incorporates the planting of trees.*
- *Landscape character to Upper Heidelberg Road that contributes to a sense of 'boulevard' and reflects the treed settings of those properties opposite the subject site.*
- *Reduction in visual bulk of the building when viewed across the railway line and from Lower Heidelberg Road. A modulated façade to Upper Heidelberg Road that provides interest and relief from visual bulk on lower levels.*
- *Design excellence reflected in the design of safe entrances to residential and commercial properties directly from Upper Heidelberg Road.*

Given the sites challenging shape, a creative way to ensure that a landscape edge is provided to Upper Heidelberg Road has been pursued through the elevation of the building. This provide for a workable floor plate whilst providing the outcomes set out within the DDO. Further commentary on this is provided in the following section of this report.

SITE OUTCOME / RESPONSE

The architectural response responds to the site's landmark status and reference local landmark elements to provide a locally relevant outcome on the site. The ground plane has been set aside almost entirely for public realm and landscape.



Note: Landscape outcomes are not shown in this image.

15.0 VIEWS

The undulating nature of the Ivanhoe area creates strong view lines across the suburb. This includes long range views to surrounding hills as well as more shorter views along streets and from the rail line. These green views characterise the suburb and create the much-loved setting in Ivanhoe.

The site's location at the southern edge of the urban strip and its undeveloped state create views across the site, from Upper Heidelberg Road through to the hills to the east and from the rail line through to Upper Heidelberg Road. These views have the potential to be interrupted by a typical development form on the site.

The following images illustrate how the proposal development has responded to these views and provides for visual permeability at the ground plane.

SITE OUTCOME / RESPONSE

Views maintained at the ground plane through to the hills to the east.



Note: Landscape outcomes at the ground plan have not been included on these images and may screen parts of the view.

SITE OUTCOME / RESPONSE

View lines opened up from the rail corridor for passing commuters.



Source: John Demos Architecture

CONCLUSION

RECOMMENDATIONS

16.0 CONCLUSION

This urban context report provides an analysis of the site at 40 Upper Heidelberg Road, Ivanhoe. The report establishes that the site has an important role in linking to the Ivanhoe Upper Heidelberg Road retail strip and centre but that it sits separate to the traditional character area. A unique site response that deals with a range of conditions that exist around the site is required. These include:

- The site's location within an area that has been identified for intensification with good access to transport and established facilities
- The identification of the site as a landmark building opportunity within the Ivanhoe Structure Plan
- Acknowledgement that the slope on the site is a constraint with the DDO enabling a higher development footprint
- Acknowledgement from a former approval on the site that the shape of the site and the required setbacks do not align and that reduced setbacks are appropriate
- The location of the site external to the traditional main street built form typology within Ivanhoe
- The mixed land use environment surrounding the site including community oriented uses and residential
- The lack of public space within the Upper Heidelberg Road centre
- The ambiguous character of the area surrounding the site with relationships to the urban centre and the suburban context
- The desire to provide a high-quality pedestrian environment along Upper Heidelberg Road
- The number of recent development approvals with height for an approval up to 8 storeys

The proposed response on the site offers a creative solution to the opportunities presented by the sites urban context.



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